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The Daily Press.

HONGKONG, FEBRUARY 21ST, 1906.

We referred not long ago to the bad habit of national pessimism, cultivated partly for propagandist purposes, and partly, as we reluctantly suggested, by an irresponsible press void of sensation or perverted originality. Our comments referred, *inter alia*, to the pamphlet by Herr von Brandt, formerly German Minister at Peking, circulated by the Hamburg-American Steamship Company. His alarmist statements, which we described as palpable exaggerations, were presumably prompted by a propagandist. They appear to have caused a good deal of discussion in German Chambers of Commerce and in the textile journals, about Germany's cotton-goods trade with China. The *Manchester Guardian*, usually well-informed of all matters relating to this particular trade, takes our view of the general postulate, but adds an interesting opinion. It admits that German trade with China, in this line, is a comparative failure; and says the reason is that the German manufacturers cannot produce the gray and white goods that are the staple of the Chinese demand so cheaply as their English, American, and Indian competitors can. It is absurd to suppose that the Germans are not awake to the importance of the Chinese market, and the fact that Herr von Brandt has had the opportunity to study the situation on the spot suggests to our mind that his statements were deliberately exaggerated to strengthen some *arrivé* argument, something in the style of the Tariff Reformer, perhaps. We prefer this theory to agreeing with our contemporary that the intelligent von Brandt was "under the strange delusion that his fellow-countrymen in the cotton-trade are unaware of the great importance of

the China market and are missing splendid opportunities through ignorance and lethargy." How often and how unjustly have British business-men been similarly charged with lethargy or indifference, by critics who had no conception of the obstacles and handicaps so apparent to those criticised? As the *Manchester paper* puts it, "the theory, widely held by non-commercial persons, that great classes of business men are blind to their own business interests and opportunities; or, seeing them, need external encouragement and stimulation to make the most of them, has always seemed to us somewhat fantastic." Herr von Brandt's object in thus impugning some of the most intelligent of his own countrymen may be guessed at, after noting his suggestion that the Anglo-Japanese Treaty and the British naval activity at Singapore were both directed at German commerce with China. As an imperialistic German, we can in that way make due allowance for his alarms. The Chamber of Commerce of München-Gladbach answered them with an argument that would doubtless cause rejoicing to Mr. Chamberlain's opponents. They declared that they could not compete with the English manufacturers because cotton yarn is dearer in Germany than in England. "It is," they said, "therefore useless to expect an increase in the German exports of grey goods to China. The exports of German prints to China may be considerably increased when China is in a position to purchase better-class cotton goods. German producers and exporters should co-operate more closely. The German export houses are independent, purchasing their goods in any country they please, and exporting them to the places where they have worked up a connection."

Naval and military news items, arriving by latest mail, appear on page 5.

Messrs. Hughes and Hough inform us that there will be no sale of ponies to-day.

The status of Sir Thomas Jackson, Bart., is to be unveiled on Saturday by His Excellency the Governor, at a quarter to one, after the shareholders' meeting.

Some English newspapers are saying that the general election did not take the course it did, in a normal way; but that the labour vote did it; "the rise of the working man to the knowledge of his power," as one expresses it.

The members of the Brooklyn Manufacturers' Association, representing upwards of \$20,000,000 of fire insurance policies, propose to send to England for rates, in order to break the rates of the United States Fire Insurance Trust.

The Russian Bureau is effecting wholesale arrests throughout Russia in order to prevent the registration of voters for the Duma elections. The Russian journals estimate that the deficiency in this year's Budget will not be less than \$80,000,000.

Reuter's Agency understands that, in addition to the Order of the Garter which Prince Arthur of Connaught is conveying to Tokyo, his Royal Highness is also the bearer of the Order of Merit which the King has conferred upon Marshal Oyama, Admiral Togo, and Marshal Yamagata. These appointments have already been foreshadowed.

A long official account of the ninth R. H. K. Yacht Club race, and of the cruiser race for the Governor's cup, is crowded out of this issue, but will appear to-morrow. *Elepheth* was first for the Championship, *Bonito* was in the One-design class, *Gloria* won Mr. Rous's cup (ten competing), and *The Saipie* won the second race for the Governor's cup.

A London paper says:—Sir Ewen and Lady Cameron, and Mrs. A. M. Townsend sailed by the s.s. *China* from Marseilles on a two months' trip to India. It is possible that Sir Ewen and Lady Cameron may extend their trip to China, where they will be sure of a very warm welcome from their many friends still living there, and who will be rejoiced to see Sir Ewen fully restored to health again.

A Paris despatch states that Metchnikoff and Roux, heads of the Institute Pasteur, declare that experiments in the inoculation of anthrax spores and subsequent cure, show a way which time is certain to perfect, to the destruction of the most terrible disease human beings can acquire or inherit. The result would be one great step toward a humanity perfectly healthy, physically, mentally and morally.

Amongst election matters of interest to the Far East it is noted that Sir E. A. Sassoon has been returned for Hythe, and Major E. F. Coates for Lewisham, both in the Unionist interest. The Hon. C. H. Strutt, Unionist, is standing for the Maldon division of Essex, and Mr. W. Keswick, Unionist, for the Epsom Division of Surrey. In the West Division of Leeds Mr. S. Emanuel, the Conservative candidate, made a gallant but unsuccessful fight against Mr. H. J. Gladstone. Similarly Sir Theodore Angier failed to wrest Gateshead from Mr. Johnson, the Labour candidate. Mr. Xorburgh was defeated at Chester. Mr. Joseph Walton was again contesting the Liberal interest for the Barnsley Division of Yorkshire.

The Australian lady at the plague hospital is, we rejoice to hear, convalescent. His Excellency the Governor personally called to enquire about the patient.

The King has approved of the following promotion in the Indian Army:—To be Second-Lieutenant, Second-Lieutenant Basil Stewart Lockhart, 118th Infantry (The Mooltan Regiment), from the Royal Sussex Regiment. Dated August 13th, 1905, but to rank from November 28th, 1903.

A telegram published in the Paris edition of the *New York Herald* states that great excitement was caused on the steamer *Baltic*, which arrived in New York on the previous day, by the posting of alleged "wireless" messages. These "messages" stated Mr. T. W. Lawson was reported to have shot himself, that Miss Alice Roosevelt had eloped with the British Military Attaché, Captain Jackson, and that an ultimatum had been sent to Berlin from Tokyo demanding the withdrawal of German troops from Chinese territory. The hoax took instant and violent effect, furnishing exciting matter for gossip and speculation.

"Money Power and Man Power" is the title of a pamphlet written by H. J. Mackinder. It is another contribution to the fiscal debate, but the writer deals with the underlying principles rather than the statistics of tariff reform. His arguments, clear and forcible, are based on the necessity of maintaining our balance of power among the nations of the world, and a recognition of the relations between power, trade and labour. When he claims that the tariff reformer sees life more nearly whole than the free importer, he invites a refutation and a challenge from the other side which in the present political heat are almost certain to be forthcoming.

At Singapore a horrid discovery has just been made. It was reported to the police that a body of a European was lying in the jungle off the East Coast Road. The police immediately proceeded to the scene and found the body of a European lying in a small patch of jungle. The corpse had been partly devoured by dogs and pigs, and there were numerous pig tracks all round the place where the body lay. The corpse appeared to be that of a middle-aged European, and was decomposed. It was clad in dungaree trousers and a white vest. The feet were in a pair of boots. The cause of death is unknown, and a post-mortem examination will be held.

According to the *Echo de Paris* M. Kozlovsky, who recently concluded his visit to Paris, and proceeded thence to Berlin, has satisfactorily completed negotiations for a loan in Germany of one hundred million roubles (£10,000,000) on terms similar to those decided upon for the new Russian loan in France, except that the bonds will be repayable in ten months instead of in a year, as in the case of the French loan. The *Echo* adds that the German bank negotiating the loan attempted to throw the greater part of the loan upon the Paris market, an attempt which provoked an emphatic protest to Count Witte on the part of the French financial houses.

The *Times of India Directory* for 1906, which has just come to hand, shows that the reputation of the publishers for accuracy, careful compilation, and succinct information is as well deserved as ever. Besides possessing all the features which a directory should have, this publication has its value materially enhanced by a mass of useful information and by a very fine map of Bombay. To all interested in our great dependency, commercially or politically, the book is a necessity, and its 1,200 odd pages none could be spared with advantage. As an instance of how up-to-date it is even in its miscellaneous information it may be mentioned that the list of "Great Battles of History" includes that of Menden, fought on March 5th of last year.

The *Globe's* representative on "change writes:—The Stock Exchange witnessed a further all-round decline in business. It is true that the general public is greatly absorbed in the General Election, and the slackness is, in some quarters, put down to this pre-occupation. When the last returns are in, there are dealers who look for a revival. The majority of members one meets, however, are inclined to doubt whether the speculative movement will expand appreciably. The Radical gains are having a generally depressing effect, and the great growth in the Labour party forebushes, with many, organised attacks upon capital, and the disturbance of trade conditions which are already not too good. What the financial centre of the Empire thinks of Sir Henry Campbell-Bannerman and free imports is sufficiently shown by the magnificent majorities by which Sir Edward Clarke and the Hon. A. Gibbs were returned yesterday.

OPIUM.

The change of Government is being seized upon by various societies as an opportunity to bring forward their particular fads, says a contemporary. According to the last issue of *The Friend of China* the Society for the Suppression of the Opium Trade is, amongst others, expecting much from Sir Henry Campbell-Bannerman and his supporters. It says that "the Prime Minister is known to be friendly to our cause, and of the members of his Cabinet, seven have voted against the opium trade. In 1891, when a majority of 31 members in the House of Commons voted for Sir Joseph Pease's resolution declaring the opium trade to be 'morally indefensible,' Messrs. Asquith, Birrell, and Herbert Gladstone, Sir Edward Grey, and Messrs. Lloyd George, John Morley, and R. T. Reid, were all amongst those who supported Sir Joseph Pease." The suggestion is made that a joint letter, signed by a number of electors, should be sent to Parliamentary candidates, asking their careful consideration of the question, and their promise to vote for the suppression of the traffic.

TELEGRAMS.

(BRITISH SERVICE.)

THE MOROCCO QUESTION.

London, February 19th.
Herr von Radowicz has formally proposed that the policing of Morocco be entrusted to the Sultan, with an international control. This is entirely unacceptable by France.
France has replied in a verbal note to the German proposals agreeing to entrust the control of the police to the Sultan, provided that the officers are French and Spanish.

The Kaiser has received Baron de Courcel, the special French Envoy, on board a German warship at Copenhagen, showing him marked courtesy.

THE GERMAN NAVY.

London, February 19th.
It is stated that the King of Denmark has been made an Admiral of the German navy.

FRANCO-RUSSIAN COMMERCIAL TREATY.

London, February 19th.
The Franco-Russian Commercial Treaty has passed the Senate.

MARRIAGE OF MISS ALICE ROOSEVELT.

London, February 19th.
Miss Alice Roosevelt has been married to Mr. Nicholas Longworth in Washington.

THE "ZENITH" INCIDENT.

London, February 19th.
It appears that the *Zenith* was landing arms and ammunition for the Pretender; the French cruiser's interference consequently raises a difficult question.

THE FRENCH PRESIDENCY.

London, February 19th.
President Loubet formally vacated the Elysée yesterday.

THE THEATRE.

"Princess Tolo" still continues to draw exceedingly good houses, and judging from last night's enthusiasm our local amateurs, unlike some of their professional confrères, have no cause to complain on the score of support from Hongkong playgoers. The cast was the same as on previous evenings, and notwithstanding the unaccustomed strain devolving on the principals, the performance was undoubtedly good. If anything, the choruses went with a better swing than on the previous nights, the continued practice, no doubt, being conducive to this improvement. The soloists were in excellent voice and elicited great applause, encores being frequent.

PLAGUE VAGARIES.

The *Globe* believes that Hongkong gave India the plague. Our contemporary says:—The terrible epidemic which has been devastating India since it was imported from Hongkong a few years ago, appears to be subject to no known laws. In the case of Asiatic cholera, medical science can generally trace the path it will follow before its initial force is expended. Plague, on the contrary, moves hither and thither quite irrespectively, apparently, both of climate and sanitary conditions. In a purely arbitrary manner, it descends on some hitherto immune province, and forthwith gets a relentless grip, as in the instance of the Punjab. Just as suddenly, it moves off to fresh quarters, and becomes identified to the Hindu intellect with *Siva*, the Destroyer. The latest official bulletin indicates that it is on the march from the North towards the South, but throwing out lateral detachments on both sides as it passes onwards. But it has never forsaken its original base of operations, Bombay. Here, another anomaly presents itself. There are as many pestilential slums at Calcutta as in the Western capital, while both cities trade largely with Chinese ports. Why is it, then, that the disease, although it reached the so-called City of Palaces long ago, has made next to no headway there? Madras has been equally lucky so far, but the rate of mortality in Burma, on the other side of the Bay, is continually increasing.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 20th at 12.5 p.m.—The barometer has fallen quickly over W. Japan, owing to a depression which lies to the W. of Kiu-tsin. A slight increase of pressure has taken place over S. China.
Pressure is highest over Manchuria and the N. part of the sea of Japan.
Moderate variable winds are indicated in the Formosa Channel, and the N. part of the China Sea.
Forecast:—E. or variable winds, light to moderate; cloudy, fog or mist.

People think they can stop in time, but they do not realise that it is always easier to stop too late than to-morrow.

That which dissatisfied people believe to be the true happiness, and which they long to enjoy, is whatever they do not happen to possess at the moment.

Men do not seem to derive any special comfort from donning a new tie or fancy waistcoat when stocks fall or their lives are out of order, but there is no time when a woman cannot be distinctly cheered by something new to wear.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on February 20th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present:—Hon. Mr. W. Chatham, Dr. W. W. Pearce, M.O.H., Dr. Macfarlane, Lieut. Col. Jessing, Mr. E. A. Hewett, Hon. Mr. A. W. Brown, Mr. Fung Wa-chun, Mr. Lau Chupak, Mr. A. Shelton Hooper, Mr. H. Humphreys, and Mr. G. A. Woodcock (secretary).

A COSTLY ALTERATION.

Correspondence was submitted relative to certain alterations required by the Board to be made to a block of houses at Nos. 1 to 13, Un Shing Lane. Mr. E. M. Haselard, architect, wrote pointing out that the cost of fulfilling the requirements would be more than a year's rent for the property. The houses would have to be pulled down or substantial structural alterations made in five years from 1905 in order to comply with the provisions of the Public Health and Building Ordinance as to external air. In the circumstances he asked the Board to allow the notices to stand over until the structural alterations required were put in hand.

The M.O.H. recorded—The same argument may apply to all those houses permitted to remain in the present condition as regards external air for five years. It is for the Board to consider whether this concession can be granted or not. I cannot say that any appreciable harm will result to the tenants from the concession.

Mr. Shelton Hooper—As the M.O.H. says that no appreciable harm will result to the tenants from the concession asked for, I think it should be granted.

Mr. Hewett—I am in favour of the law being enforced, but would like to have the matter discussed.

The Hon. Registrar General—I recommend that no action be taken.

On the understanding that the condition of affairs be remedied at the end of five years, Mr. Hewett moved, and Mr. SHELTON HOOPER seconded, that the concession with regard to windows be granted.

A COMPROMISE.

Application was received for a modification of the requirements of section 13 of the Public Health and Building Ordinance, 1903, in respect of No. 7, Wa Lane.

The Medical Officer of Health wrote—In view of the fact that it is advisable to obtain in the future a scavenging lane at the rear of Nos. 1 to 6, I think the owner of No. 7 might be asked to hand over to Government free of charge when required a sufficient portion of his yard to enable a six foot lane to be run through the whole block, and that he be now allowed to count such space towards the area required for his yard.

Mr. Shelton Hooper—I fail to see why, if the owner hands over to the Government a part of his land for

SUPREME COURT.

Tuesday, February 20th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

THE TAPIO MURDER.

Chan Kam, Wong Sing and Ho Ah-wong were charged with the murder of Teoi Ming-chang, alias Chan Beng-chan, at Taipo on the 2nd instant.

The Attorney General, Sir H. S. Berkeley, presented. The first and third prisoners were represented by Mr. M. W. Siade, while Mr. H. G. Cuthbert defended the second.

The three pleaded not guilty, and the following jurors were called—Messrs. C. G. S. Mackie, A. R. Lowe, C. P. Herbert, H. M. Tieson-bucher, H. F. Campbell, E. S. Clark and S. I. Michael.

The Attorney General, in opening the case for the Crown, said the deceased was an Exeic Officer stationed at Taipo, and on the night of February 2nd or early on the morning of February 3rd met his death. On the evening of February 2nd there were in the house, including the deceased, a young boy and two chair coolies; one of the latter being Chan Kam. The two chair coolies went to Chan Beng-chan on February 1st and offered their services, their object from the commencement being robbery.

About 5.30 or 7 o'clock the match in which the deceased lived was closed for the night, and the two chair coolies laid down to sleep in the front room, while the deceased Chan Beng-chan went into the inner room, afterwards returning to the front room to sleep. About midnight the boy was awakened by hearing his master call out, and on looking saw the two chair coolies struggling with him. The boy tried to beat the assailants off but failed, and finally the chair coolies called out "Come," with the result that five men rushed into the room. Chan Beng-chan was overpowered and tied up. The boy was also tied to the table. The house was ransacked and the gang departed with their booty. The boy managed to free himself and finding his master still and white, rushed to the Taipo police station. The officer in charge telephoned to all the blockhouses on the frontier with information of the outrage and then visited the house, where the deceased was found apparently dead. A post-mortem examination was held subsequently by Dr. Hunter, who gave it as his opinion that death was due to manual strangulation, finger marks being found on the throat. There were other bruises but no internal injuries. The news of the murder having been circulated by the prompt action of the boy, the police were on the look-out for the assassins, and at 4.30 a.m., about two and a half hours after the occurrence an Indian sergeant on duty near the frontier saw four men approaching from Taipo. Stepping out from his ambush he succeeded in arresting two of them, but the other two bolted; one was captured, but the other crossed the frontier and escaped. When searched certain of the stolen property was found on the persons of each of the prisoners, and they were taken to the police station. The Attorney General laid down his reading of the law. Where a number of men set out to commit a felony, and a life was taken in the carrying out of that felony, it was murder, and all who participated in the original felony were guilty of murder whether they actually took part in the murder or not.

Mr. Siade objected to the proposition as put. The Attorney General, therefore, commenced to quote authority for his contention, after which evidence was heard.

After hearing the evidence, the jury found the three prisoners guilty, and his Lordship sentenced them to death.

The Chief Justice also commended the Indian constable who arrested the defendants on his smart capture of the culprits before they escaped across the frontier.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

MALICIOUS PROSECUTION.

Wong I-tung claimed the sum of \$500 damages from Lam Woo for an alleged malicious prosecution.

Mr. O. D. Thomson appeared for the plaintiff, and Mr. F. P. Kett (of Messrs. Bruton, Hott and Goldring) represented the defendant.

Mr. Thomson stated that the question in the case was whether there was reasonable cause for the prosecution which had been taken; the defendant admitted instituting the charge, but alleged there was reasonable cause. The facts of the case were that the plaintiff, the defendant and two other men were partners in the Yu On firm of contractors. The plaintiff was the largest shareholder, having a \$500 share, while the other partners had \$100 shares. The plaintiff, as managing partner of the firm, entered into a contract with one, Lam Woo, to do some work for him in connection with torpedoes at Lyman. The contract was a written one, and it was therein agreed that the plaintiff should pay Lam Woo \$3,000. The contract was duly signed and \$2,500 paid, the balance being paid on the following day. In the course of that day Lam Woo sent for the plaintiff and informed him that the War Authorities would not allow him to do the work contracted for, and suggested that the contract should be cancelled.

This was eventually agreed to, and it was agreed that Lam Woo should retain \$400 to cover expenses, the other \$2,600 which had been paid to him being returned to the plaintiff. Defendant was informed of this, and the plaintiff returned him through one of the other partners the sum of \$1,250, the balance being deducted for expenses. The defendant at that time rather strongly objected to not getting

the whole of the money, and suggested that no contract had been entered into between Lam Woo and the Yu On firm. Nothing was then done until November 19th, when the plaintiff was proceeded against at the Police Court and acquitted. On the facts stated Mr. Thomson submitted that there was an absence of reasonable and proper cause for the defendant to take proceedings. He was apprised of the contract with Lam Woo, and it was perfectly optional for him to ask Lam Woo about it, and whether the plaintiff's was a trumped-up story. The real reason the defendant took proceedings was to attempt to force the plaintiff to return the money which he thought was due to him; it was not a bona fide attempt on the part of the defendant to bring the plaintiff to justice.

After hearing the evidence of the plaintiff, which his Lordship considered very contradictory, he said he could not make out why the Police Magistrate did not keep him. A jury at home would at this stage say they had had enough of it.

Mr. Thomson—If your Lordship takes that view of the case, I don't see that there is any good in going on.

His Lordship—No; the plaintiff contradicts himself in every statement. There will be judgment and costs for the defendant.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

The annual general meeting of the members of the Institution of Engineers and Shipbuilders of Hongkong was held on Monday night in the rooms of the Institution, Des Vaux Road. Mr. H. T. Richardson, Des Vaux Road, presided over a large and representative attendance, and was supported by Mr. J. Lambert, vice-president, and Messrs. E. O. Murphy, W. A. Crane, E. O. Wilks, J. W. Anderson, J. D. Morrison, members of the committee; T. W. Robertson, hon. treasurer, and D. J. Lennox, secretary and manager.

The notice convening the meeting and the minutes of the last annual meeting were read, after which the annual report of the committee of management and the statement of accounts for the past year were presented. The report stated that the membership was now made up as follows:—Ordinary members, 183; associate, 30; visiting A, 61; visiting B, 16; honorary, 1; total, 291.

The loss by death during the past year of Messrs. A. Campbell, J. Kirkwood, J. McLachlan, F. J. Price, and H. W. Soppel was recorded with regret. Twenty-three members had resigned from the Institution, and fifty-three candidates had been admitted during the year, while sixty members through long absence from the Colony, and their whereabouts not being known, were struck off the regular list. The circulating library formed at the end of 1904 was well patronised by several members. The response made to the circulars inviting the members to write essays on the "Management of Compound and Triple Expansion Engines and Boilers," for which a gold and a silver medal were offered as first and second prizes, had been disappointing. Another competition for these prizes would be organized, about which circulars would be issued in due course. The British Engineering Standards Committee, through the courtesy of the Hon. the Colonial Secretary, presented to the Institution, to be placed in the library, a set of its valuable publications. The lease of the rooms for a further period of three years was renewed in July.

The statement of accounts showed that the financial position of the Institution had improved during the period over which the statement dealt. Although an increase on nearly all the items of expenditure had taken place, compared with those of the preceding year, there was at the credit of profit and loss account a balance of \$639.47, to be transferred to the reserve account. This result is due, as was stated by the chairman and endorsed by the hon. treasurer and members of the committee, in a great measure to the energy and care of the secretary and manager, and was considered eminently satisfactory.

Mr. W. T. Richardson, R. N. R., was elected president for the ensuing year, Mr. J. Lambert, R. N. R., and Mr. E. O. Murphy vice-presidents, and Mr. V. Watson hon. treasurer. As a result of the ballot the following were elected members of the committee of management:—Messrs. W. A. Crane, W. Ramsay, J. F. Miller, E. C. Wilks, W. C. Jack, T. W. Robertson, A. Ritchie, J. D. Morrison, T. Skinner, J. D. Logan, C. F. Focken, and J. McCubbin.

A lengthy discussion took place regarding the difficulty European deck and engineer officers had in getting off at night to their ships at West Point. Arrangements had been made twelve months ago to overcome the difficulty, but they had apparently been discontinued, and the old order of things again prevailed. It was resolved that the Institution should position those in authority to devise some system, by means of which easy access at night from the shore at West Point to the shipping in the vicinity could be obtained. The only means at present, it was stated, of getting on board at night a vessel lying at the west end of the harbour was by hiring a sampan at Blakely Pier.

The usual vote of thanks to the chairman and the outgoing office-bearers for their services brought the meeting to a close. [Contributed.]

EGOTISM IS THE NATURAL TEMPTATION OF ALL THOSE WHOSE INDIVIDUALITY IS STRONG; THE MAN OF INTENSE DESIRES, OF ACUTE PERCEPTIONS, OF VIGOROUS PROFOUND, OF EAGER TEMPERAMENT, IS IN DANGER OF TRYING TO CONSTRUCT HIS LIFE TOO SOLELY ON HIS OWN LINES; AND YET THESE ARE THE VERY PEOPLE WHO HELP OTHER PEOPLE MOST, AND IN WHOM THE HOPE OF THE RACE LIES. MEET, HUMBLE, TIMID PERSONS, WHO ACCEPT THINGS AS THEY ARE, WHO TREAD IN BEATEN PATHS, WHO ARE EASILY PERSUADED, WHO ARE CAUTIOUS, PRUDENT AND SUBMISSIVE, LEAVE THINGS VERY MUCH AS THEY FIND THEM.

CANTON.

[FROM OUR CORRESPONDENT.]

February 17th.

LAI KWAI-PU'S TRIUMPH.

Lai Kwai-pui was arrested on January 12th and was released yesterday (Feb. 16th). On the previous night, the Nam Hoi Magistrate and a deputy named Ting Nai-ching went to the place of his confinement and informed him that, in reply to a cable sent by Viceroy Shun on the 13th inst., an Imperial Edict was received ordering his release. Lai Kwai-pui calmly replied that, as it was late, it would be inconvenient for him to leave that night. The Nam Hoi replied that there was a chair ready outside. The prisoner objected that he was not prepared to go, as he had not yet written his statement. The embarrassed Nam Hoi and the deputy implored him to leave, and Lai had to telephone to the Provincial Judge for permission to remain. This being granted, the Nam Hoi and the deputy left. The next day at 2 p.m. the members of the Chamber of Commerce, the 72 guilds and an immense crowd of gentry and merchants went to meet him and escorted him as planned beforehand to the General Chamber of Commerce. He was cheered all the way and thousands of dollars worth of crackers were exploded en route.

SAVING FACE.

The Viceroy's petition for his prisoner's release was a cunningly worded document. It pointed out that Lai's constant exhortations from his prison to his friends to prosecute the railway scheme was a sign of repentance. Although Lai had slandered the Government, and so deserved his punishment, his repentance and encouragement of the people to subscribe for railway shares entitled him to clemency, and as the people desired his release, he (the Viceroy) wished to free him. If he continued his present good behavior, the Viceroy would memorialise for his restoration to rank. If he failed to raise the necessary capital (and the money said to be actually subscribed has not been submitted to me for inspection), or again incited the people to disobedience, he should be severely punished.

February 18th.

A GERMAN LOAN.

Some time ago Viceroy Shun cabled to the Board of Revenue in Peking requesting that permission be granted to him to borrow a certain sum of money (Tls. 10,000,000) from German merchants to carry out various public works in the Kwangtung Province. The Board of Revenue refused its sanction.

It appears that after sending their reply to Viceroy Shun a conference of the Minister of the Board of Revenue and the Chancellor of the Exchequer took place. They re-considered the matter, and the result was that a telegram was despatched to Viceroy Shun granting him permission to borrow five million taels from foreigners. But the Viceroy is requested to state what revenue he intends to draw the money necessary to redeem the loan.

A JAPANESE ENTERPRISE STOPPED.

A Japanese merchant, Sangiyama, recently opened an insurance office in the Shun Tak district, proposing to insure crops against damage. The district magistrate, having reported the matter to the Viceroy, an official despatch was sent to the Japanese Consul in Hongkong, requesting him to order his subject to close the business, Shun Tak not being a treaty port. The Consul has complied with the Viceroy's request and has ordered Sangiyama to close his business.

IMPERIAL GIFTS.

The messenger sent by Viceroy Shun to carry new year greetings to the Throne has returned and has brought to the Viceroy various presents, including tablets written by the Imperial hand, a fur coat, and a silk robe.

SALE OF PONIES.

On the compound before the City Hall last evening, Messrs. Hughes and Hoang, auctioneers, sold by public auction a number of griffins and race ponies. The names of the latter, together with the prices paid and the purchasers, were as follows:—Old Boy, \$16; Mr. J. A. Jupp; Zanzibar, \$120; Mr. Piper; Korean Chief, \$80; and Mongolian Chief, \$10; Dr. Noble; Eagle, \$25; Mr. Roseburg; Lucky Chief, \$100; Mr. Gegg; Maori King, \$105; Captain Coleman; Gipsy King, \$80; Mr. Leiria; Earl King, \$55; and Syce King, \$110; Mr. Roseburg; Exchange King, \$600; Mr. Bruton; Highland Laird, \$85; Mr. Roseburg; Highland Chief, \$60; Mr. Walker; Highlandman, \$230; Mr. Forbes; Highland Star, \$80; Mr. Leiria; Banzai, \$100; and The Skiff, \$75; Mr. Gegg; Promised Land, \$150; Mr. Deacon; Beancake, \$65; and Jovial Monk, \$150; Mr. Chow; Diadem, \$140; Mr. Hensman; Bonaventure, \$45; Mr. Roseburg; Freck, \$170; Dr. Noble; Smurles Rose, \$85; Mr. Harker; Himalaya Rose, \$165; Captain Joslin; Wakelya, \$90; Dr. Noble; Common Rose, \$105; Mr. Wolf; Sonenoid, \$55; Mr. Roseburg; Soupsnot, \$75; Mr. Patoll; Velocity, \$100; and Red Harrier, \$120; Mr. Gegg; Spring Chicken, \$110; Mr. Gegg; Zepeter, \$500; Mr. H. P. White; Alarm, \$50; Mr. Roseburg; Rabbit, \$40; Mr. Conza; Melinite, \$44; Mr. Leiria; Acornite, \$80; Captain Joslin; Bellumite, \$60; Mr. Leiria; Droghda, \$90; Mr. Roberts; Peebies, \$70; Mr. Patterson; Mick, \$55; Mr. Roseburg; Speculation, \$90; Mr. Gegg; Pilot, \$70; Mr. Leiria; Nuggett, \$41; and Rambler Rose, \$125; Mr. Roseburg; Roostern, \$210; Mr. Bruton; Kameops, \$130; Mr. Razaok; Rockville, \$110; Captain Joslin; Rising Sun, \$80; Dr. Noble; Grafton, \$45; Mr. Roseburg; Artaxerxes, \$40; Mr. Gegg.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council is called for Thursday afternoon. The business includes the following resolution by the Hon. Attorney-General:—

"Whereas by section 5 of 'The Summoning of Chinese Ordinance, 1899' (No. 13 of 1899), it was enacted that the said Ordinance should only continue in operation for the period of two years from the coming into operation of the said Ordinance and for such further period or periods as might, from time to time, be determined by Resolution of the Legislative Council, and whereas such operation has been continued by Resolution of this Council until the 30th day of March, 1906, inclusive; it is hereby resolved by this Council that 'The Summoning of Chinese Ordinance, 1899,' shall be further continued, in operation for the further period of two years from the 31st day of March, 1906, inclusive.

The following questions will be asked:—

By Hon. Mr. GRESHAM STEWART—Will the Government take into consideration the advisability of approaching the Proprietors of the 'City Hall' with a view to acquiring the 'Building' in order that it may be altered to meet the necessity of the growing community?

By Hon. Mr. H. E. POLLOCK—Will the Government state what steps are being taken to educate the Chinese tenants of houses in the principles of sanitation and ventilation which are applicable to the houses in which they live?

For what purpose was Robinson Road, Kowloon, opened up and on what date? When is it anticipated that the work will be completed and the road restored to its proper state?

Will the Government state what steps they have taken, and what further steps they intend to take and when, in connection with the installation of a system of fire-alarms? Will the Government also state what is the estimated cost of such installation?

Will the Government state what progress has been made with the works for the extension of water storage at Tytan and at Tytan Tuk and at Kowloon? Will the Government also state when these respective works are likely to be completed?

When is it anticipated that—(a) the New Post Office, (b) the New Law Courts, will be completed?

Is it the intention of the Government to make a road from the top Tram Station to Plantation Road? If so, when? What is the estimated cost of such road?

Will the Government procure and lay before the Council an estimate of the cost of prolonging Kennedy Road in a south-easterly direction from the point of its junction with the Wanchai Gap Road so that it may lead down to the Race Course at the back of the Mahomedan Cemetery?

Will the Government procure and lay upon the table an estimate of the cost of continuing Harlech Road round the north side of Victoria Peak—(a) back to Victoria Gap, (b) to Barker Road.

WORLD'S GREATEST WARSHIP.

Although we have already said a good deal about the new battleship *Dreadnought*, the following remarks from the *Daily Telegraph* deserve reproduction. We think some of them, as when it is said that England was permitted exclusive privileges to observe the last naval war; and that the new design is a result of the lessons so obtained. We regard it as an evolutionary product, rather than a sudden inspiration.

Our contemporary remarks:—The launch of the battleship *Dreadnought*, the largest and most powerful man-of-war ever constructed, will direct attention to a great achievement. When ready for sea this vessel will displace 18,500 tons, but her size is the least remarkable feature. In her design are embodied a number of revolutionary ideas, which have fretted the naval authorities of the world. The details of the *Dreadnought's* construction still remain a secret, so well have the Admiralty guarded the plans. In the United States, in Germany, in France, and in other countries, the naval architects have been made to ascertain the new principles incorporated in this ship, and in consequence of the panic occasioned by the uprising of this behemoth upon the slip at Portsmouth, all the schemes for strengthening the great foreign fleets have been nervously reviewed and in many cases abandoned in favour of new ones. The *Dreadnought* is an embodiment of the lessons of the late war in the sea.

Power to witness the great sea engagement of the future. The *Dreadnought* is the outcome of the greatest efforts of the world's naval architects, and its construction is a triumph of the human mind. It is a ship of the future, and it is a ship of the present. It is a ship that will change the face of the sea, and it is a ship that will change the face of the world.

How these results have been obtained will not be proclaimed from the housetops. Some particulars of the armament of this battleship can, however, be indicated. In the past British vessels have carried four 12in guns (550lb shell); the *Dreadnought* will have ten of these weapons of a new type, with a muzzle energy of 49,569, as compared with the 35,522 of the guns carried in our recent battleships as the *Majestic*, an increase of power in each weapon of 50 per cent. In a great sea fight the magnificent ship which the King is about to christen will be able to discharge every minute ten projectiles, weighing 3,350lb, with sufficient velocity to penetrate about 11in of the hardest armour at a range of two miles. Unlike all British and foreign battleships built in the past thirty years, the newest addition to the fleet will carry no weapon smaller than the great 12in piece, except eighteen 8in quickfitters for repelling attacks by torpedo craft. She will mount neither 9.2in, 7.5in, nor 6in; she will be

No man enjoys having the world take him at his word when he says he is ready to give it up for the woman he loves. He wants the woman and the world, too. In the long run, he finds the world's respect more necessary to his continued happiness than the woman's society.

KODAKS AT HOME PRICE.

No. 3 FOLDING POCKET KODAK (23-12-64) \$38.00

" 4 CARTRIDGE " (25-15-0) \$50.00

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No. 17, QUEEN'S ROAD.

[35]

JUST LANDED,

GUICHARD POTHERET & FILS.
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PER CASE 12 BOTTLES \$32.00

" 24 BOTTLES \$34.00

SOLE AGENTS:

H. PRICE & CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

[36]

the biggest ship afloat, and she will have only the biggest and most powerful guns. The war in the Far East revealed the comparative uselessness of the gun of medium size at modern battle ranges. It is instructive to compare this majestic British man-of-war with the largest ships now being built in foreign shipyards, and the contrast is most effective testimony to the power of the *Dreadnought*.

Country.	Displacement (tons).	Speed (knots).	Big Guns.
French (<i>Paris</i>)	14,855	18	4—12in.
German (<i>Deutschland</i>)	13,200	18	4—11in.
U. S. (<i>Kansas</i>)	16,500	18	4—12in.
Italy (<i>Napoli</i>)	12,600	22	3—12in.
Russia (<i>Pavel</i>)	16,600	18	4—12in.
Austria (<i>Karl</i>)	14,000	20	None bigger than 9.4in.

All these foreign ships mount a number of guns of either 8in, 7.5in, 6.7in, or 6in, but the war has shown that these weapons are comparatively ineffective in a modern battle. The German ships have nothing between the four 11in and fourteen 6.7in, whereas the *Dreadnought* has no fewer than ten 12in weapons, and is a knot swifter, and more heavily armed.

The secrets which will be incorporated in the huge hull are still hidden, but it is known that they tend to economy as well as efficiency. The *Dreadnought* will cost 10 per cent. per ton less than recent battleships, British built, although she will represent the last word in all details of her construction, and warships are built in England far cheaper than abroad.

In another respect the *Dreadnought* will be unique. She will be the first battleship in the world to be driven by turbines, and since the success of the Hon. Charles A. Parsons' invention was demonstrated so conspicuously by the *Cunarder Carmania*, the courage evinced by the Admiralty in making this bold departure will occasion no feelings of anxiety. This mode of propulsion has been sufficiently tested to confirm all which has been claimed for it. In comparison with reciprocating engines it is economical both in respect to the staff to tend the coal consumed, the expenditure of oil, and the space occupied in a ship, while the absence of great bearing parts leads to economies in repairs. It is, moreover, much simpler in construction than the present type of machinery, and tends to reduce the vibration, thus giving the gunners a more stable platform from which to fire. It is not yet known what pattern will be used for the turbines, but they will be water-tube. In the space available probably no others could produce sufficient steam to drive this huge, massive sea sentinel through the water at nineteen knots an hour. Messrs. Vickers, Sons, and Maxim are manufacturing the turbines.

In every respect the *Dreadnought* will be a marvel as a fighting machine, colossal in size and power. The mere whisper of her advent has upset all the calculations of the naval authorities throughout the world, and the day on which she is commissioned for service the British Navy will be stronger in power by two or three battleships in reality, though only one pennant will be hoisted at the masthead.

THE NEW CHINA.

Now that it is over between us and Russia, the world is asking the question: What, then, is the greatest significance of the war? My answer, says Adachi Kinoshuke, in the January-March *Forum*, is that it means, in particular, the birth of the New China, and, in general, the birth of a new era for the people of the Asian lands. As for the rise of Nippon, it is purely incidental. In 1903 we were pretty nearly as great as we are in 1905. All the Asiatic people now recognise that the axis of the Asian world has been shifted. They had been resigned to their fate, and had given up all hope of regaining the lost freedom of the state of nature. The Japanese success, first on sea and then on land, struck this enervated world like a cannon ball. The eyes of the nations of Asia are now turned upon Japan; and it is upon her that they base their hopes.

So writes a gentleman who signs himself a French diplomatist; and many others are of the same opinion. The war made one thing rather plain. In Japan, the victor of the struggle, China, from this time on, will have a champion, and, in a critical hour, a protector who will do something more than talk. As for us of Nippon, we have known for many years that China would find in us a champion. It was only that we were not at all sure whether or not our ability and power were quite up to the mark of our enthusiasm and wishes. In this matter, Nippon is far from being a disinterested champion; and this is the beauty of the situation, as well as the thing that makes our relation with China permanent. In safeguarding the interests of China, in fostering her powers, in maintaining her strength, and in holding her territorial integrity as sacred and inviolable at the gamblers' table of the world's council of diplomats, Nippon is simply safeguarding the peace of the Far East, and the peace of the Far East is the sine qua non of her prosperity and, to some extent, of her very existence. —Globe.

No man enjoys having the world take him at his word when he says he is ready to give it up for the woman he loves. He wants the woman and the world, too. In the long run, he finds the world's respect more necessary to his continued happiness than the woman's society.

THE ROBINSON
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APOLLO
PIANOPLAYER
IS A
MUSICAL TRIUMPH.

You should hear it.

RECITALS DAILY.

NEW
MODEL PIANOS
BY THE MOST NOTED
EUROPEAN MAKERS.

"OWN MAKE"

IN SOLID TEAK.

EMBODYING THE

MINIMUM OF COST

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MAXIMUM OF EXCELLENCE

\$375 AND UPWARDS.

VICTOR TALKING
MACHINES.
WITH TAPERING ARMS.

LATEST OPERAS & SONGS.

Hongkong, 1st January, 1905. 1116

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FOR TO-DAY'S LEADING TEA

THE "ASSAMEER" TEA.

Has no equal.

Rich mellow flavour.

Once used always need.

Special Rates to Wholesale Dealers such as

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Companies and Hospitals.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

and

No. 37, Elgin Road, Kowloon.

—Hongkong, 20th February, 1905. [152]

A SELECT DAY SCHOOL.

THREE University Trained Foreign

Teachers and Capable Chinese Teachers.

Careful supervision and individual attention

assured. Both ENGLISH and CHINESE

taught. Special attention given to Conversational English. Only a limited number can

be admitted.

ROOM for ONLY A FEW SEATS MORE.

Apply at once to

F. O. LEISER, Head Master,

Chinese Y.M.C.A., 26, Des Vaux Road, Central.

Hongkong, 6th February, 1906. 358

ASSOCIATION NIGHT

SCHOOL

BUSINESS COURSES A SPECIALTY.

ENGLISH taught in SIX FORMS.

Careful inspection of all work.

SIX FOREIGN TEACHERS.

TWO CHINESE TEACHERS.

Opening from 1st March, 1906.

For further information call or write

THE HEAD MASTER,

Chinese Young Men's Christian Association,

26, Des Vaux Road, Central, Hongkong.

Hongkong, 15th February, 1906. [145]

RUINART PERE & FILS, REIMS.

Established 1719.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

FRENCH PLANTS AND FLOWERS.

If you want to buy FRENCH IMPORTED PLANTS, apply to M. E. GONON, No. 37, Des Vaux Road, where you will find all sorts of Ornamental Plants, Roses, European Fruit Trees, Bulbs, Flowering and Vegetable Seeds. A visit is solicited.

Hongkong, 21st February, 1906. [400]

HOUSE TO LET.

FROM May next, the Residence, No. 6, Morrison Hill.

Apply—**W. G. WINTERBURN,**
Geo. Fenwick & Co., Ltd.
Hongkong, 21st February, 1906. [401]

TO LET.

NO. 1, OBSERVATORY VILLAS,
Kowloon, Five Roomed House; Tennis Court, Electric and Gas Lights.
Possession on 1st March, 1906.

Apply to—**ARRATTON V. APCAR & Co.,**
45, Wyndham Street.
Hongkong, 21st February, 1906. [402]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On SATURDAY, the 24th February, 1906, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS, Comprising—

BARE SATSUMA, FINE CLOISONNE, BRONZES, IVORIES, &c.
COTTON and SILK EMBROIDERED SCREENS, &c., &c., &c.

TERMS OF SALE:—As Customary.
V. I. REMEDIOS, Auctioneer.
Hongkong, 21st February, 1906. [403]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAINUN," Captain A. J. Robson, will be despatched for the above Port on FRIDAY, the 23rd inst., at 10 a.m.

For Freight or Passage, apply to **DOUGLAS LARBAK & CO.,** General Managers.
Hongkong, 21st February, 1906. [404]

DAMPFSCHEFFS-RHEDEBERI "UNION" AUSTRIEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"VERONA," Captain Dobson, will be despatched for the above Port or about SATURDAY, the 17th March.

For Freight, apply to **CARLOWITZ & CO.,** Agents.
Hongkong, 21st February, 1906. [405]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA," FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 20th February, 1906. [1]

SANITARY BOARD OFFICE.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of each building within the Eastern Division of the City of Victoria and the Eastern Division of Kowloon occupied by members of more than one family must be CLEANSSED and LIMEWASHED THROUGHOUT by the owner during the months of January and February.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleansed.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mai service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK, Secretary.
Dated this 1st day of February, 1906. [417]

ENTERTAINMENTS

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"PRINCESS TOTO,"

A Comic Opera in Three Acts,

BY W. S. GILBERT.

Will be Produced

TO-NIGHT (Wednesday), 21st Feb., 1906.

Prices \$3, \$2 and \$1.

SAILORS and SOLDIERS in uniform Half Price to Pit and Pit Stalls.

Doors Open at 8.30 P.M. Performance at 9 P.M.

Booking Office at the ROBINSON PIANO Co., Open from 10 A.M. to 4.30 P.M. each day.

M. S. NORTHCOTE, Business Manager.

Hongkong, 3rd February, 1906. [339]

THEATRE ROYAL, HONGKONG.

Lessee and Manager: MAURICE E. BANDMANN

IMPORTANT ENGAGEMENT OF THE WORLD RENOWNED

BANDMANN OPERA Co.

UNDER THE PERSONAL DIRECTION OF MAURICE E. BANDMANN.

And by special arrangement with Mr. GEORGE EDWARDS and the Gaiety Theatre, London.

FRIDAY, Feb. 23, and SATURDAY, 24.

The present Great Prices of Wailes Theatre, London, Success, the Excellent Musical Comedy

"LADY MADCAP,"

Still crowding the Prince of Wales Theatre, London.

MONDAY, Feb. 26, TUESDAY, 27, and WEDNESDAY, 28, NIGHT & MATINEE.

For the first time in the Far East. Production on a most gigantic scale of Mr. BANDMANN's first Calcutta Production

"ALADDIN"

(AND HIS WONDERFUL LAMP).

Written by HICKORY WOOD (author of Drury Lane Pantomimes) Music and Lyrics, arranged by Warwick Major. The entire production carried which ran for Ten Nights and Two Matinees at the New Opera House, Calcutta.

SPECIAL MATINEE, Wednesday, Feb. 27, at 3.30, at Popular Prices, \$2, \$1, and 50 cents.

THURSDAY, March 1.

The record of the last London Season, the exceedingly funny Musical Comedy

"THE EARL AND THE GIRL,"

Which ran for 700 Nights at the Lyric and Adelphi Theatres, London.

Prices of Admission \$3, \$2 and \$1.

Seats can now be booked. Plan at the ROBINSON PIANO Co.

Doors Open at 8.30. Commence usual time. Hongkong, 12th February, 1906. [407]

NOTICES OF FIRMS

L'URBAINE FIRE INSURANCE CO. OF PARIS.

WE have This Day RESIGNED the above AGENCY at this Port of the above

Fire Insurance Co. **P. LEMAIRE & Co.,** Agents.
Hongkong, 17th February, 1906. [448]

L'URBAINE FIRE INSURANCE CO. OF PARIS.

HAVING been Appointed, This Day, AGENTS at Hongkong for the above

Insurance Co., we are prepared to accept Risks at Current Rates.

MACLEWEN, FRICKEL & Co., 3, Duddell Street.
Hongkong, 17th February, 1906. [449]

NOTICE.

I HAVE this day SOLD MY BUSINESS to Messrs. CARL W. SMITH & Co.

A. PUSTAU, Chairman.
Canton, 1st February, 1906. [437]

NOTICE.

WE HAVE this day BOUGHT the BUSINESS of A. PUSTAU.

CARL W. SMITH & Co., Canton, 1st February, 1906. [438]

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE.

FROM this date, and during the Absence of Mr. G. E. T. TOLSON from the Colony, Mr. C. PEMBERTON has been Appointed ACTING SECRETARY to the Company.

A. G. WOOD, Chairman.
Hongkong, 31st January, 1906. [30]

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE.

THE THIRTY-SEVENTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

THE TRANSFER BOOKS of the Company will be CLOSED from 23rd instant to the 8th proximo, both days inclusive.

By Order

C. PEMBERTON, Acting Secretary.

Hongkong, 10th February, 1906. [399]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on FRIDAY, the 10th February, 1906.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 16th February, 1906. [424]

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LD.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the OFFICE of the General Managers, St. George's Building, Victoria, on SATURDAY, 24th FEBRUARY, 1906, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905, and electing a Dividend, and electing a Committee of Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 28th February, until SATURDAY, the 24th February, both days inclusive.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 6th February, 1906. [362]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 2nd February, 1906. [334]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHAREHOLDERS of the Corporation will be CLOSED from SATURDAY, the 10th, to the 24th day of February, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 2nd February, 1906. [333]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 26th FEBRUARY, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th February, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st February, 1906. [319]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 3rd MARCH, 1906, at 12.15 P.M. for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1905, with the report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th Feb. to 3rd March, both days inclusive.

By Order of the Board of Directors, C. MOONEY, Secretary.

Hongkong, 19th February, 1906. [439]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the OFFICES of the COMPANY, King's Buildings, Connaught Road, on WEDNESDAY, the 7th day of March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th February, 1906. [411]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Offices of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 10th day of MARCH, 1906, at 12 o'clock Noon, when the Resolutions set out below, which were passed at the Extraordinary General Meeting of the Company on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board, JAMES WHITTALL, Secretary.

Hongkong, 17th February, 1906. [395]

RESOLUTIONS:

(1) That the Articles of Association of the Company be altered in the following manner—

The following Article shall be substituted for Article 130, namely—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders to the 30th April, 1905, no further other Statements of the Accounts of the Company for the year 1905 shall be called for, or presented to, the Shareholders in respect of Article 130 as this day substituted.

420

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. THE HARBOR MASTER, to sell by Public Auction, TO-MORROW (THURSDAY), the 22nd February, 1906, at 11 A.M., at their SALES ROOMS, No. 2, Des Vaux Road (Corner of Lee House Street),

Five Cases RIFLES and EXPLOSIVES. N.B.—Inspecting Orders can be had on application at the Government Gunpowder Depot, Green Island.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers.
Hongkong, 17th February, 1906. [432]

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPT. SUPERINTENDENT OF POLICE, to sell by Public Auction, On MONDAY, the 26th February, 1906, at 11 A.M., at the CENTRAL POLICE STATION'S COMPOUND, SUNDAY OBSOLETE & CONDEMNED STORES, Comprising—

RICE, SUGAR, OLD METAL, CLOTHING, &c., &c., &c.

Also A QUANTITY of SILVER, GOLD and DIAMOND JEWELRY.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 20th February, 1906. [454]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kowloon, in the Colony of Hongkong, for a term of 75 years commencing from the 22nd day of January, 1906, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for a further term of 75 years.

440

PARTICULARS OF THE LOT.

No. of Sale. Registry No. Locality. Boundary Measurements. Area in Sq. Yds. Annual Rent. Upst Price.

1. Northern Island Lot No. 1172. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

2. Southern Island Lot No. 1173. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

3. Southern Island Lot No. 1174. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

4. Southern Island Lot No. 1175. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

5. Southern Island Lot No. 1176. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

6. Southern Island Lot No. 1177. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

7. Southern Island Lot No. 1178. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

8. Southern Island Lot No. 1179. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

9. Southern Island Lot No. 1180. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

10. Southern Island Lot No. 1181. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

11. Southern Island Lot No. 1182. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

12. Southern Island Lot No. 1183. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

13. Southern Island Lot No. 1184. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

14. Southern Island Lot No. 1185. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

15. Southern Island Lot No. 1186. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

16. Southern Island Lot No. 1187. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

17. Southern Island Lot No. 1188. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

18. Southern Island Lot No. 1189. N. S. E. W. 100 ft. 100 ft. 100 ft. 100 ft. 40,000 100 7,000

THE BOVRIL FACTORY.

Some thirteen hundred medical men a short time ago accepted the invitation of Lord Dunsannon, as Chairman of Bovril Limited, to visit the London premises of that Company. The visitors were conducted throughout the Factory, and many were the expressions of surprise at its immense size and splendour at the spotless cleanliness which pervaded the building. The splendidly equipped laboratories, where all raw materials and finished goods are analysed and research work carried on, were particularly interesting to the doctors, and another matter of peculiar interest to the medical profession was the preparation of the albumen and fibrin of beef without which Bovril would be but little better than Extract of Meat or home-made beef-tea. It is the incorporation of the albumen and fibrin of beef with Extract of Meat which gives Bovril its unique value as a food. The doctors were shown immense vats, each containing the product of over 300 oxen, and some idea of the dimensions of the business may be gained from the fact that in one room alone 150,000 bottles are often turned out in one day, while the floor area of the premises exceeds 150,000 superficial feet. Throughout the whole of the varied processes Bovril is not once touched by hand.

The process of the manufacture of Bovril received a full share of the doctors' attention and the opportunity to ascertain the nature of its composition was much appreciated, since the preparation is now being very largely used as a food in cases of consumption and wasting diseases in over 500 Hospitals and Consumptive Sanatoria.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods. WM. FARLANE, Manager. Hongkong, 18th November, 1901. 147

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELLY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 28SG. AIR GUNS and AMMUNITION in variety. WM. SCHMIDT & CO. Hongkong, 29th November, 1902. 2349

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS' OFFICE. The only office in China having European taught workmen. Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry. Coal Importers, General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street. (1st Street West of Central Market.) Telephone No. 515.

PHOTOGRAPHER.

M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs. No. 84, Queen's Road Central.

STOREKEEPERS.

BISMARCK & CO., Navy Contractors, Ship Chandlers. Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO., Shipbuilders, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants. 57 & 59, Connaught Road, New Prince Central.



MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK". A.I. A.R.C. and Engineering (Wide Used) NEW DOCK NOW OPEN.

DOCK NO. 3. Extreme Length... 722 feet. Length on Blocks... 714. Width of Entrance on Top... 83. Width of Entrance on Bottom... 83. Water on Blocks at Spring Tide... 34.

DOCK NO. 1. Extreme Length... 524 feet. Length on Blocks... 513. Width of Entrance on Top... 88. Width of Entrance on Bottom... 77. Water on Blocks at Spring Tide... 26.

DOCK NO. 2. Extreme Length... 371 feet. Length on Blocks... 35. Width of Entrance on Top... 66. Width of Entrance on Bottom... 53. Water on Blocks at Spring Tide... 22.

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES for undertaking BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand. THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

NAVAL AND MILITARY.

BUILDING.

The number of war vessels under construction for Britain, and being built in private yards, is 41, and at Royal Dockyards 8. The total displacement of all is 210,485 tons.

WIRELESS.

It is stated on good authority that an important invention has been made by an officer in the Atlantic Fleet, which, when perfected, will have far-reaching effects on the present system of wireless telegraphy. It is claimed that by the aid of this invention messages transmitted at great distances can be intercepted. The great improvements made in the wireless telegraphy apparatus in the navy, and its proved reliability at distances four or five times as great as those obtained three years ago in several instances during the past year, authentic messages have been taken in over 300 miles from Poldhu—has led the Admiralty to sanction its use to cruisers doing duty as tenders to gunnery schools, and also to those in the training squadron. Accordingly the *Thetis* and *Eclips*, belonging to Devonport, have been supplied with complete sets of this apparatus.

BONDS AS REWARDS.

Mr. Takahashi, the Japanese Financial Commissioner at New York, has stated that Japan will make grants of bonds of the aggregate value of over £15,000,000 in recognition of services rendered during the war with Russia. These bonds will form part of the new issue of Japanese State bonds, totalling about 215,000,000 dollars (£48,000,000), intended to assist in meeting expenditures incurred in connection with the war. The remainder of the issue will be made entirely at home, 100,000,000 dollars (£22,000,000) being placed on the market, while £10,000,000 dollars (£2,200,000) will be taken up by the Government Savings Deposit Bureau.

SWIMMING.

The teaching of swimming forms the substance of a recently issued Admiralty order in which their lordships impress upon commanding officers the importance of taken advantage of every opportunity to provide the necessary instruction in view of the large proportion of men still serving in the fleet who are unable to swim. Instruction is to be given under proper supervision either from the ship or from boats for half an hour daily whenever the state and temperature of the water permit. Advantage should be taken when the ship is in a suitable locality of sending parties of non-swimmers away for instruction. Bathing in the sea should not take place when the temperature of the water is below 53deg. Fahr., and men under instruction should not remain in the water more than ten minutes at any one time unless the temperature is over 60deg. Fahr. As a test of ability to swim all men should be expected to swim 100 yards with clothes on. Life-saving should be taught to the more proficient, advanced classes being formed for this purpose as opportunity offers.

NAVAL EXPENDITURE.

The return for 1904 entitled "Naval Expenditure and Mercantile Marine (Great Britain, etc.)" which gives among other matters, the aggregate naval expenditure on the sea-going force of Great Britain and her Colonies, and of other naval Powers, exclusive of China and the South American Republics, with the aggregate revenue and the aggregate tonnage of the mercantile marine of the various countries, has been issued as a Parliamentary paper. The return shows that the aggregate naval expenditure on the sea-going force of Great Britain during the year ended March 31st, 1905, was £11,695,513, of which sum £3,873,738 was ordinary expenditure, and £7,821,775 was expenditure under the Naval Works Act, 1903, outside the navy votes. For the same period during 1905 the aggregate tonnage of the mercantile marine, including that of the Channel Islands and the Isle of Man, was 10,554,521, while the aggregate revenue for the year ending March 31st, 1905, was £143,375,404. The naval expenditure of British India in 1904 was £1,541,300, including £100,000 contribution towards H.M. ships on the East Indian station, of the Australian Commonwealth, £142,951, of New Zealand, £40,742, of Natal, £35,000, of the Cape of Good Hope, £30,000, and of Newfoundland, £4,398, including a contribution in respect of the maintenance of a branch of the Royal Naval Reserve. The Dominion of Canada had no naval expenditure. The aggregate revenue and aggregate mercantile tonnage for each of the colonies is given as follows:—The Australian Commonwealth, £23,590,822 and 403,580 tons; New Zealand, £27,113,031 and 100,559 tons; Natal, £4,160,145 and 2,160 tons; Cape of Good Hope, £9,913,355 and 4813 tons; Canada, £14,526,573 and 682,838 tons; and Newfoundland, £514,681 and 125,066 tons. France, with an aggregate revenue in 1904 of £144,425,000 and an aggregate mercantile tonnage in 1903 of 1,235,341 tons, spent in 1904 £12,513,143 on her sea-going forces. Germany's aggregate revenue for the year ending March 31st, 1905, was £81,157,000; her mercantile tonnage (using the figures of 1903) was 2,322,045 tons; and she spent in the year ending March 31st, 1905, on her sea-going forces and for the maintenance of the fleet at the naval bases, £10,567,341. In the United States during the year ending June 30th, 1904, the aggregate revenue was £142,545,000; the registered tonnage for overseas trade was 58,768 tons, and the aggregate naval expenditure was £20,180,510. The corresponding naval expenditure for these three Powers for the year before was:—France, £12,538,861; Germany, £10,252,012; and the United States, £10,824,658. The aggregate expenditure of Russia on her naval forces during 1904 was £11,827,431; and that of Japan during the year ending March 31st, 1905, is given at £2,208,556. A note to the return states that the actual expenditure for any year is seldom known, never immediately, the figures given therefore, are the sums voted.—N. & M. Record.

NEW APPOINTMENTS.

Lieutenant Colonel, 5th Battalion Lancashire Fusiliers, has been seconded whilst employed as an extra aide-de-camp to Sir M. Nathan, K.C.M.G., Governor and Commander-in-Chief at Hongkong.

Captain George Monreal, Army Pay Department, has taken up the duties of paymaster in the North China District. He was formerly an officer of the Wiltshire Regiment.

A LINK WITH WESTERN CHINA.

A projected line is one that will connect Bham in north-east Burma with Mowsein; being the Burmese name for Ting-yueh or Teng-yueh, and Ting-yueh is about 120 miles to the north-east of Bham and in Yunnan, that is, in China. At one time it looked very probable that the French advance northward would cut off and render impossible the connection of Burma by rail with Yunnan, but fortunately the advance was stayed, and now it seems that the connection will be soon an accomplished fact. At Teng-yueh we have a consular custom-house, telegraph office, etc. The town is on the bank of the river Topin, which joins the Irrawadi a few miles above Bham. Although this railway will link up Burma with Yunnan in a way, it will not have immediate commercial value, as Yunnan proper is some distance beyond Teng-yueh, and traders who wish to come to the railway will have to cross the Salween and the Mekong, two large rivers, before they can reach the projected terminus of the line. Moreover, these rivers are backed by high mountains which will add to the difficulties of such a trade route. The *Avenir du Tonkin* remarks that scarcely three months have elapsed since the engineers, sent by the Indian Government to examine the possibilities of the locality for a railway, returned, and reported, and already the line has been passed by the authorities and men of the Royal Engineers have commenced work. The work, therefore, is now in progress, and the gauge is fixed at 2ft. 6in.

"BELOW THE SURFACE."

We commented a few days ago upon Baron Suematsu's complaint against the captain of the North German Lloyd steamer *Zieten*. It is only fair, therefore, to point out that independent evidence points to the possibility that the captain was innocent of any intentional disrespect to his distinguished passenger. The North German Lloyd Company states that it had no instructions to treat Baron Suematsu "with the utmost courtesy," and Lord Robert Cecil bears testimony in the *Times*, from personal acquaintance, to his admiration of Japan and the Japanese, and to the unlikelihood of his showing any rudeness towards a man as Baron Suematsu. To this indirect evidence is added the statement of the Master of Bradfield, a fellow-passenger of the Baron, that "nothing could be more courteous and friendly than the relations which Captain von Bismarck observed towards all his passengers, including the Japanese gentlemen and the Chinese Mr. Lee." In face of these statements, and pending the captain's explanation, we would gladly believe him guiltless of any offensive design. "East is East, and West is West," and in spite of the utmost precautions the punctilious etiquette of the one is sometimes outraged unwittingly by the social amenities of the other. At the best, however, the incident is a deplorable misapprehension. It is evident that this is realised by the North German Lloyd, and we do not doubt that they will do all in their power to remove from Baron Suematsu's mind the bad impression of Western courtesy which he has unhappily carried home with him.—Graphic.

Delightfully refreshing. In hot climates is the use of such pure emollient Soap as

CALVERT'S
Carbolic Toilet Soap.

Carefully prepared from the best materials only, delicately perfumed, and superfatted—in every way meets the exacting requirements of the most sensitive skin.

It is also antiseptic, containing 10% Crystal Carbolic, which has at once a healthy action on the skin, and acts as a preventive of contagion.

Calvert's Carbolic Ointment

has a good reputation for the cure of sunburn, insect bites, and skin irritation. Always handy to have for cuts, burns, bruises, bites, scalds, and similar ailments.

W. G. CALVERT & Co., Manchester, England.

GRIMAULT & Co
Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

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(Chinese Daily Press).
PUBLISHED DAILY,
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Established for nearly FORTY YEARS
circulates largely throughout Southern China
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Terms for Advertising (Translations free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.
Documents translated from or into Classical Colloquial Chinese.

\$16.00

WILL BUY A CASE OF

GREGOR & CO'S
IMPERIAL HIGHLAND
WHISKY
(RED TRIANGLE).

GREGOR & CO.,
19, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

(38-1)

HIRANO.
THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD., KORE.
AGENTS: F. BLACKHEAD & CO.
Hongkong, 16th August, 1905.

"BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.
THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.
WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

JOHN ROBERTS & CO., LD.
BILLIARD TABLE MAKERS AND IVORY TURNERS.
BOMBAY.
Hongkong, 6th April, 1904. [927-2]

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BOVRIL
insist on getting
BOVRIL
and drink
BOVRIL
for there is nothing like
BOVRIL

WALTHAM
WATCHES

12,000,000 of these watches now in use. All Waltham watches are guaranteed by American Waltham Watch Co., the largest watch movement manufacturing concern in the world.

THE NEW FRENCH REMEDY
TRADE THERAPION MARK

Therapion No. 1 is a remarkably short and effective remedy, used in the Continental Hospitals by Ricord, Kossin, Robert, Velpeau and others, cures all the diseases in the venereal system, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, etc., to the destruction of sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

Therapion No. 2 is sold by the principal chemists and druggists, and is a remedy for the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gonorrhea, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, etc., to the destruction of sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

Therapion No. 3 is a remedy for the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gonorrhea, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, etc., to the destruction of sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

to Ladies
all the most beautiful women use
CREME SIMON

MADE IN FRANCE

SHYON + POUDRE SIMON
L'Esprit de France
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Hongkong, 22nd December, 1903.

SHIPPING IN PORT.	
STEAMERS.	
ANDRES RICKERS, German steamer, 1,020, Kappel, 19th Feb.—Bangkok 12th Feb., Rice and Wood.—Butterfield & Swire.	
APENADE, German str., 611, A. Uldrup, 14th Feb.—Hilo 8th February, Sugar.—Jensen & Co.	
ARABIA, German str., 2,868, Metacanthin, 15th Feb.—Portland and Moji 10th February, General.—Portland & Asiatic S. Co.	
BINH THUAN, French steamer, 2,000, Echant, 13th February.—Wakamatsu 7th February, General.—Bradley & Co.	
BRAND, Norwegian str., 1,520, Evensen, 13th Feb.—Chinkiang 8th February, General.—Chinese.	
BRUNNEN, German str., 965, Ipsen, 17th February.—Chinkiang 11th Feb., General.—Sander, Wieser & Co.	
CAIR, Norwegian str., 1,381, J. Larsen, 13th Feb.—Moji 7th February, Coal.—Order.	
CHIEFLI, British str., 1,142, G. H. Hooker, 29th Jan.—Nagasaki 11th Jan., and Kobe 17th, Coal.—Butterfield & Swire.	
CHIVERN, Chinese str., 1,170, Chas Stewart, 15th Feb.—Shanghai 16th Feb., General.—Chinese.	
CROWFA, German str., 1,955, F. Spiesen, 16th Feb.—Bangkok 9th Feb., Rice and Timber.—Butterfield & Swire.	
CHOWAT, German str., 1,115, W. Mollermann, 18th Feb.—Swatow 17th Feb.—Butterfield & Swire.	
CITY OF BIRMINGHAM, British str., 147, Watson, Palo Canton via Tientsin 19th January, J. W. Jamieson.	
CROWN OF CASTLE, British str., 2,388, M. S. Smith, 6th Feb.—Newcastle (N.S.W.) 15th Jan., Coal.—Gilman & Co.	
DERAMON, Norwegian str., 1,496, Olaf Seharvig, 5th Feb.—Moji 30th Jan., Coal and General.—Chinese.	
DR. H. J. KIER, Norwegian str., 691, H. E. Larsen, 11th Dec.—Hilo 14th Dec., Sugar.—Aagaard, Thomsen & Co.	
EMPEROR OF JAPAN, British str., 3,039, Henry Pybus, R.N., 16th Feb.—Vancouver 25th Jan. and Shanghai 13th Feb., Mails and General.—C. P. R. Co.	
FRITHJOF, Norwegian str., 891, H. A. Hoalson, 19th Feb.—Amping and Amoy 18th Feb., General.—Osaka Shosen Kaisha.	
HANSA, British str., 1,356, White, 19th Feb.—Shanghai 15th Feb. and Swatow 18th, General.—Jardine, Matheson & Co.	
HANS WAGNER, German str., 965, Hagemann, 3rd Feb.—Swatow 2nd Feb., Ballast.—Lauts, Wegener & Co.	
HEBE, Norwegian str., 1,493, S. Pedersen, 13th Feb.—Chinkiang 7th February, General.—Sander, Wieser & Co.	
HINSHAW, British str., 1,434, J. Davies, 15th Feb.—Wuhu 10th Feb., Rice.—Jardine, Matheson & Co.	
HONGKONG, French str., 732, A. Suzsani, 19th Feb.—Haiphong and Hanoi 18th Feb., General.—A. E. Marty.	
HUPPH, British str., 1,260, A. Mathias, 12th Feb.—Wuhu and Chinkiang 8th February, General.—Butterfield & Swire.	
HYADES, British str., 2,532, Alwen, 14th Feb., Seattle 1st Jan. and Shanghai 10th Feb., General.—Dodwell & Co.	
HYDRA, British str., 2,615, J. B. Kent, 16th Jan.—Moji 10th January, Coal.—Bradley & Co.	
KILBURN, British str., 1,890, Le Templeur, 15th Feb.—Pulo Lant (S. Borneo) 6th February, Coal.—Dodwell & Co.	
KIUKIANG, British str., 1,225, W. O. Jones, 15th Feb.—Shanghai 11th Feb., General.—Butterfield & Swire.	
KIYORI-MARU, Japanese str., 2,094, S. Kawamura, 17th Feb.—Kobe via Moji 12th Feb., Mails and General.—Arnold, Karberg & Co.	
KOWLOON, German str., 2,236, Stear, 12th Feb.—Chinkiang 6th Feb., General.—Shanghai & Co.	
KWANGHAI, Chinese str., 1,545, Wm. H. Lant, 14th February.—Shanghai 11th February, General.—Chinese.	
KWEICHOW, British str., 1,315, Carnahan, 19th Feb.—Shanghai via Swatow 10th Feb., General.—Butterfield & Swire.	
LAERTES, British str., 1,341, Jas. B. Jackson, 11th Feb.—Swatow 7th February, Rice.—Chinese.	
LOONGHANG, British str., 1,682, A. E. Sandbach, 10th Feb.—Manila 16th Feb., General.—Jardine, Matheson & Co.	
LOOSK, German str., 1,020, G. Schulzzen, 16th Feb.—Bangkok 8th February, Rice.—Butterfield & Swire.	
MAUSANG, British str., 1,644 Houghton, 18th February.—Sandakan 10th Feb., Timber and General.—Jardine, Matheson & Co.	
MERCEDIS, British str., 4,000, J. S. MacGregor, 8th Feb.—Pulo Condore Island 3rd Feb.	
NAMHANI, British str., 2,591, G. Payne, 15th Feb.—Calcutta 3rd Feb., General.—Jardine, Matheson & Co.	
NINGPO, British str., 1,229, Eady, 16th Feb.—Chinkiang 13th Feb., Rice.—Butterfield & Swire.	
NORD, Norwegian str., 1,074, A. E. Sandberg, 19th Feb.—Moji 13th February, Coal.—Order.	
PERSIA, Austrian str., 3,223, P. Craglietto, 19th Feb.—Trieste and Singapore 12th Feb., General.—Sander, Wieser & Co.	
SHANWU, British str., 1,400, Robinson, 9th Feb.—Poboling 29th January, Sugar.—Butterfield & Swire.	
SIO SHU MARU, Japanese str., 1,100, Nomoto, 17th February.—Kobe 14th February, Coal.—Osaka Shosen Kaisha.	
SIGUAL, German str., 807, C. Hansi, 15th February.—Bangkok 7th Feb., Rice and General.—Jensen & Co.	
STRETTIN, British str., 1,398, J. E. Farrell, 14th Feb.—Singapore 8th Feb., Kerosene.—Gow, McBurn.	
SYRERY, German str., 1,343, Dagoner, 25th Jan.—Nagasaki 16th Jan.—Jensen & Co.	
TAIAN MARU, Japanese str., 2,489, K. Ito, 1th Feb.—Moji 30th January, Coal.—Japanese.	
TAIWAN, British str., 1,043, J. A. Martin, 15th Feb.—Wuhu and Chinkiang 9th Feb., Rice.—Butterfield & Swire.	
TARTAR, British str., 2,763, W. Davison, R.N., 6th Feb.—Vancouver 8th Jan., General.—C. P. R. Co.	
THYNA, Norwegian str., 2,419, H. Berger, 10th February.—Kobe 12th Feb., Coal.—Mitsui Bussan Kaisha.	
TRIUMPH, German str., 739, A. Hansen, 18th Feb.—Shanghai via Swatow 12th Feb., General.—Osaka Shosen Kaisha.	
TYA, Norwegian str., 1,241, Neilson, 10th Feb.—Kobe 4th February, Coal.—Mitsui Bussan Kaisha.	
WINDSOR, British str., 1,833, John B. Booth, 19th Feb.—Fremantle (W.A.) 2nd Feb., Sandalwood.—Dodwell & Co.	
YIKSANG, British str., 1,236, W. D. Welsh, 13th Feb.—Wuhu and Chinkiang 8th Feb., Rice.—Jardine, Matheson & Co.	
ZARFOS, British str., 1,418, R. Rodger, 19th February.—Manila 17th February, General.—Shaw, Tomes & Co.	

SHIPPING.

ARRIVALS.
ALBERTA, German ship, 1,880, Hakabush, 19th Feb.—New York 5th Sept. Kerosene.—Standard Oil Co.
BENGALI, British str., 5,665, P. Gibson, n.n.s., 20th Feb.—London via Cebu China, Colombo and Singapore 3rd Jan., General.—Sander, Weller & Co.
BORUSSIA, German str., 6,961, Ph. Hahn, 20th Feb.—Wilhelmshaven 13th Jan., General, Arms and Troops.—Hamburg-Amerika Linie.
CHUNWANG, British str., 1,417, R. Cox, 20th February.—Hongkong 17th February, Coal.—Jardine, Matheson & Co.
DESIDER, French gunboat, 20th February, from Canton.
EILERSKE, German str., 1,949, H. Martens, 20th Feb.—Hamburg, Antwerp and Newport 18th Dec., Coal and General.—Order.
FORMOSA, British str., 2,615, B. W. H. Snow, 20th Feb.—Hongkong via Singapore 3rd Feb., General.—J. & O. S. N. Co.
JACOB, British str., 1,417, R. Cox, 20th Feb.—Hank, 19th Feb.—Hankow, Pakhoi and Hoihow 18th Feb., General.—Jensen & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 February 20th.
Frederik, Norwegian str., for Swatow.
Kilburn, British str., for Hongkong.
Prado, Norwegian str., for Saigon.
Sigvald, German str., for Hongkong.
Silva, German str., for Shanghai.
Tain-Mun, Japanese str., for Singapore.

DEPARTURES.

February 20th.
CHIYEN, Chinese str., for Canton.
Coptic, British str., for San Francisco.
Haining, British str., for Coast Ports.
HARONG, British str., for Canton.
HANYANG, British str., for Shanghai.
JAVA, British str., for Shanghai.
KIONGWA, German str., for Hongkong.
KWONGHAI, British str., for Canton.
LARSEN, British str., for Shanghai.
LYMEON, German str., for Shanghai.
PANZER, Australian str., for Macao.
SALAZAR, French str., for Europe.
TAKING, British str., for Manila.
YANGTSE, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Zephyr* reports: Light N.E. winds, fine clear weather, smooth sea all the way across.
 The British str. *Chunwang* reports: Fine weather, light to moderate winds from E.S.E. to E. Intermittent fogs and smooth sea.

VESSELS IN DOCK.

February 20th.
ARRIVED DOCKS.—*Vincel*, Kowloon Dock.—*U.S.A.T. Seaward*, Tyr. Hyades, Vigilant, H.M.S. *Hecla*, H.M.S. *Janus*, *Aperador*, *Empress of Japan*, *Idkin*, *Sandakan*, *Chunwang*, *Shantung*, *Admiral*.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
 The Company's Steamship
"PERSIA"
 Captain Cragg, will leave for the above places TO-DAY, the 21st inst., at 4 A.M.
 For Freight or Passage, apply to
SANDER, WELER & CO.,
 Agents.
 Princes' Building.
 Hongkong, 15th February, 1906. [5]

THE BROCKBANK LINE TO FAR EAST.

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.

THE STEAMSHIP
"BENGALI"
 will leave for the above places TO-MORROW, the 22nd inst., at 4 P.M.
 For Freight or Passage, apply to
SANDER, WELER & CO.,
 Agents.
 Princes' Building.
 Hongkong, 15th February, 1906. [422]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE COMPANY'S STEAMSHIP
"PALANQUET"
 Captain T. P. Ball will be despatched as above on SUNDAY, 26th inst., at DAYLIGHT.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 19th February, 1906. [445]

HAMBURG-AMERIKA LINIE.

REGULAR SERVICE TO VLADIVOSTOK.

THE STEAMSHIP
"SLAVONIA"
 will leave for the above places TO-MORROW, the 22nd inst., at 4 P.M.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 19th February, 1906. [426]

FOR MANILA.

THE STEAMSHIP
"HERNANDEZ HERMANOS"
 Captain J. H. Rinder, will be despatched as above on or about the 28th inst.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 20th February, 1906. [451]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.									
1. From Green Island to the Harbour Master's.			2. From Harbour Master's to Blake Pier.		3. From Blake Pier to Naval Yard.		4. From Naval Yard to East Point.		
DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT OR PASSAGE	TO BE DESPATCHED			
LONDON & ANTWERP.	GLENNSTRAE	Brit. str.	—	J. McGillivray	McGREGOR BROS. & GOW	About 21st inst.			
LONDON & ANTWERP.	BENJAMIN	Brit. str.	—	Wallace	GIBB, LIVINGSTON & CO.	About 23rd inst.			
LONDON, &c. via STRAITS, PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 24th inst., at Noon.			
AMSTERDAM, LONDON & ANTWERP.	SAINT BENE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.			
AMSTERDAM, LONDON & ANTWERP.	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Mar.			
AMSTERDAM, LONDON & ANTWERP.	ALCIBIOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Mar.			
AMSTERDAM, LONDON & ANTWERP.	DIOMEDES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th April.			
AMSTERDAM, LONDON & ANTWERP.	TEUBANE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th April.			
AMSTERDAM, LONDON & ANTWERP.	TEUBANE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th Mar., at 1 p.m.			
AMSTERDAM, LONDON & ANTWERP.	TEUBANE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst., at Noon.			
AMSTERDAM, LONDON & ANTWERP.	TEUBANE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.			
AMSTERDAM, LONDON & ANTWERP.	TEUBANE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.			
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AMSTERDAM, LONDON & ANTWERP.	TEUBANE	Brit. str.	1 m.	—	BUTTERFIELD &				

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HAWAIIAN PORTS.

EUROPEAN SERVICE.

FROM	OUTWARDS.	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"DIOMED"	On 27th February.	
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 6th March.	
GLASGOW and LIVERPOOL...	"TEENKAI"	On 13th March.	
GLASGOW and LIVERPOOL...	"KEEMUN"	On 17th March.	
GLASGOW and LIVERPOOL...	"MACHAON"	On 20th March.	
GLASGOW and LIVERPOOL...	"KINTUCK"	On 28th March.	
FOR	HOMEWARDS.	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.	
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.	
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March.	
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.	
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.	
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"KEEMUN"	On 19th March.
FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"OANFA"	On 25th February.

Hongkong, 30th January, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI ...	"KUIKIANG"	On 21st February.
TSINGTAI and CHEFOO ...	"HUPEI"	On 22nd February.
THIENTSIN ...	"CHIHAI"	On 23rd February.
SWATOW and TIENTSIN ...	"KWEICHOW"	On 24th February.
NINGPO and SHANGHAI ...	"NINGPO"	On 24th February.
MANILA, ZAMBOANGA, PORT DAWID, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TEAN"	On 27th February.
FROM	STEAMERS	TO SAIL
CEBU and ILOILO ...	"KAIFONG"	On 6th March.
CEBU and ILOILO ...	"SUNGKIANG"	On 6th March.

Hongkong, 20th February, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA via SHANGHAI, JAVA ...	"S. Barchan"	About 20th	Freight and Passage.
MOJI, KOBE & YOKOHAMA ...	"FORMOSA"	About 23rd	Freight and Passage.
SHANGHAI ...	"DELTA"	About 23rd	Freight and Passage.
LONDON &c. via USUAL PORTS ...	"DELHI"	Noon, 24th	See Special of Call

Hongkong, 18th February, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMU via SWATOW ...	"DAIJIN MARU"	SUNDAY, 25th Feb.
TAMU via SWATOW ...	"DAIJI MARU"	SUNDAY, 4th Mar.
SHANGHAI via SWATOW ...	"SHOJUTU MARU"	THURSDAY, 22nd Feb.
AMOI and FOCHOW ...	"ANPING MARU"	THURSDAY, 8th Mar.
AMOI and FOCHOW ...	"PRITHOR"	WEDNESDAY, 21st

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.
Hongkong, 19th February, 1906.

T. ARIMA, Manager.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"SEMINOLE"

Tons 6,000, will be despatched about the 6th

March.

For Freight, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 20th February, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TRENTON	9,606	T. W. Garlick	On 26th February.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARD. The
The twin-screw s.s. "TRENTON" and "TRENTON" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
HONGKONG, 12th January, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ZIETEN	28th February
PRINZESS ALICE	14th March
WEDNESDAY	23rd March
WEDNESDAY	23rd March
WEDNESDAY	11th April
WEDNESDAY	25th April
WEDNESDAY	9th May
WEDNESDAY	23rd May
WEDNESDAY	6th June

ON WEDNESDAY, the 28th day of FEBRUARY, 1906, at Noon, the Steamship
"ZIETEN," Captain F. von Binner, with MAIL, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 26th February. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 27th February. Cargo and
Specie will be received at the Agency's Office until Noon, on TUESDAY, the 27th February.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$61 0 0	\$42 0 0	\$22 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ
VIA NAPLES, GENOA OR GIBRALTAR ...
return ...
VIA BREMEN OR SOUTHAMPTON ...
return ...

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton on a different steamer, the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE IN INDIA:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
WILLEHAD	4763 tons ... TUESDAY, 6th March.
PRINZ WALDEMAR	3227 tons ... TUESDAY, 3rd April.
PRINZ SIGISMUND	3302 tons ... TUESDAY, 1st May.

ON TUESDAY, the 6th MARCH, at Noon, the Steamship "WILLEHAD,"
Captain Obenauer, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardsess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA ...	\$50.00	\$30.00	\$10.00
TO NEW GUINEA ...	\$28.00	\$18.00	\$10.00
TO BRISBANE ...	\$28.00	\$20.00	\$14.00
TO SYDNEY ...	\$28.00	\$23.00	\$15.00
TO MELBOURNE ...	\$24.00	\$24.00	\$16.00
TO YOKOHAMA ...	\$30.00	\$20.00	\$10.00
TO KOBE ...	\$30.00	\$20.00	\$10.00
TO YOKOHAMA and back from KOBE ...	\$144.00	\$100.00	\$50.00

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ...
TO EUROPE VIA AUSTRALIA AND AMERICA ...
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, ...	DAYERN	Friday, 2nd March.
HIOGO & YOKOHAMA ...	PRINZ WALDEMAR	Wednesday, 14th March.
YOKOHAMA and KOBE ...	PRINZ REGENT LUITPOLD	Wednesday, 14th March.
SHANGHAI, NAGASAKI, ...	PRINZ REGENT LUITPOLD	Wednesday, 14th March.
KOBE & YOKOHAMA ...		

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
1st Class ...
To London via Plymouth or Southampton ...
To Bremen ...
To Paris via Cherbourg ...
To Naples, Genoa via Gibraltar ...

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS AND CROCKERY

WARE, &c., &c., and FUCHOW

LACQUERED WARE

63, QUEEN'S ROAD CENTRAL

Hongkong, 21st September, 1903.

[2355]

SURGEON DENTIST,

No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due at Marseilles (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
DELHI ...	8000 Feb. 24	MOLDAVIA ...	10000 Mar. 24	Mar. 30
DONGOLA ...	8000 Mar. 10	MONGOLIA ...	10000 Apr. 7	Apr. 13
DELTA ...	8000 Mar. 24	MOULTAN ...	10000 Apr. 21	Apr. 27
OCEANA ...	7000 Apr. 7	MARMORA ...	10500 May 5	May 11
ARCADIA ...	7000 Apr. 21	VICTORIA ...	7000 May 20	May 26
DEVANHA ...	8000 May 5	HIMALAYA ...	7000 June 3	June 9
DELHI ...	8000 May 19	INDIA ...	8000 June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the ab - Mail Steamers the following—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Leave SINGAPORE	Due at LONDON
↑ JAPAN ...	about Feb. 14	about Feb. 23	Mar. 31
↑ SUMATRA ...	about Feb. 25	about Mar. 3	Apr. 14
↑ NUBIA ...	about Mar. 14	about Mar. 23	Apr. 23
↑ JAPAN ...	about Mar. 23	about Apr. 6	May 13
↑ FORMOSA ...	about Apr. 11	about Apr. 20	May 23

These Steamers call also at Singapore, Penang, Colombo, and at Malé or Marseilles.

↑ "SUMATRA" and "NUBIA" call at MARSEILLES.

↑ "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,

Superintendent.

Hongkong, 8th January, 1906.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of February	JAPAN via SHANGHAI	Second half of February
TJILIWONG	JAPAN	Second half of February	JAVA PORTS	Second half of February
TJIPANAS	JAVA	First half of March	JAPAN via SHANGHAI	Second half of March
TJILATJAP	JAPAN	Second half of March	JAVA PORTS	Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on a
through Bill of Lading.

For Particulars of Freight and Passage, apply to the

HEAD OFFICE OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 9th February, 1906.

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VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
With liberty to call at the Malabar Coast.

THE Steamship

"YEDDO."

Captain Baird, will be despatched for the

above Ports on or about TUESDAY, 27th inst.

For Freight, apply to

ARNHOLD, KARBURG & CO.,

Agents.

Hongkong, 7th February, 1906.

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AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR

FIUME and TRIESTE (DIRECT),

CALLING AT SINGAPORE, PENANG,
RANGOON, COLOMBO, BOMBAY,
KARACHI, ADEN, SUEZ and PORT
SAID.

(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEBANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA"

Captain Colledani, will be despatched as above

on MONDAY, the 5th March.

This Steamer has splendid accommodation for

passengers, electric light and carries a doctor

and stewardess.

For information as to Passage and Freight,

apply to

SANDER, WIELER & CO.,

Agents.

Princes' Buildings.

Hongkong, 2nd February, 1906.

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ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

for Demand Drafts on London on the day of or

preceding the Departure of the

POST OFFICE NOTICES.

The Delta, with the English mail of the 26th January, left Singapore on Sunday, the 18th inst., at 8 a.m., and may be expected here on or about Friday, the 23rd inst., at 8 a.m. This packet brings replies to letters despatched from Hongkong on the 26th December, and the parcel mails closed in London for despatch by the all sea route on the 17th January, and for despatch overland on the 24th January.

The Siberia, with the American mail is expected to leave Shanghai on Wednesday, the 21st inst., at 10 p.m., and may be expected here on or about Friday, the 23rd inst.

A Mail for MACAO, is despatched per s.s. Wingchai on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, SAMSHUI, and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for *CANTON, NAMTAC, SANBUE, *KONGMOON, *KUMOHUK, *SAMSHUI, and *WUCHOW are closed every week-day, at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Tartar	Wednesday, 21st, 11.00 A.M.
Manila	Hongkong	Wednesday, 21st, 1.15 P.M.
Shanghai, Yokohama and Kobe	Kiunging	Wednesday, 21st, 3.00 P.M.
Kobe and Yokohama	Peria	Wednesday, 21st, 3.00 P.M.
Singapore	Thyra	Wednesday, 21st, 4.00 P.M.
Hongkong and Peking	Antenor	Wednesday, 21st, 4.00 P.M.
Shanghai, Kobe and Yokohama	Apenrade	Thursday, 22nd, 9.00 A.M.
Manila	Hongkong	Thursday, 22nd, 1.15 P.M.
Singapore, Peking and Calcutta	Namsang	Thursday, 22nd, 2.00 P.M.
Taipei and Chefoo	Hapsh	Thursday, 22nd, 3.00 P.M.
Kobe, Yokohama and Portland	Archie	Thursday, 22nd, 4.00 P.M.
Yokohama	Vilang	Thursday, 22nd, 5.00 P.M.
Aney and Manila	Zafre	Friday, 23rd, 8.00 A.M.
Manila	Hainan	Friday, 23rd, 9.00 A.M.
Manila	Hongkong	Friday, 23rd, 1.15 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Chilli	Friday, 23rd, 3.00 P.M.
	Loonsang	Friday, 23rd, 3.00 P.M.
	Yavala Maru	Friday, 23rd, 3.00 P.M.

TO-DAY.

Hongkong Amateur Dramatic Club, City Hall, 8 p.m.

COMMERCIAL.

CLO SINGQUOTATIONS

ON LONDON	February 20th
Telegraphic Transfer	204 1/2
Bank Bills, on demand	204 1/2
Bank Bills, at 30 days sight	204 1/2
Bank Bills, at 6 months sight	204 1/2
Credit, at 4 months sight	204 1/2
Documentary Bills, at sight	204 1/2
ON PARIS	
Bank Bills, on demand	204 1/2
Credit, at 4 months sight	204 1/2
ON GERMANY	
On demand	204 1/2
ON NEW YORK	
Bank Bills, on demand	50 1/2
Credit, at 60 days sight	51 1/2
ON HONGKONG	
Telegraphic Transfer	154
Bank, on demand	154 1/2
ON CALCUTTA	
Telegraphic Transfer	154
Bank, on demand	154 1/2
ON SHANGHAI	
Bank, at sight	71 1/2
Private, 30 days sight	72 1/2
ON YOKOHAMA	
On demand	101 1/2
ON MANILA	
On demand	101 1/2
ON SINGAPORE	
On demand	14 p.m.
ON KUALA LUMPUR	
On demand	14 p.m.
ON HAIKONG	
On demand	24 p.m.
ON BANGKOK	
On demand	24 p.m.
SOVEREIGNS	Bank's Buying Rate
GOLD LEAF, 100 fine, per tola	50.50
SILVER, per tola	30 1/2

OPIUM.

Quotations are—	Allow 1/2 cent to 1 cent.
Malwa New	1010 1/2 to — per plant.
Malwa Old	1070 to — " "
Malwa V. Old	1130 to — " "
Malwa V. Old	1200 to — " "
Persian fine quality	1110 to — " "
Persian extra fine	1150 to — " "
Patina New	1800 to — per chest.
Patina Old	1850 to — " "
Bonares New	1825 to — " "
Bonares Old	1815 to — " "

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. O. str. Delta left Singapore for this port on the 18th Feb., at 8 a.m., and is due here on the 23rd Feb., about 8 a.m.

THE AMERICAN MAIL.
The P.M. str. Siberia is expected to leave from San Francisco on the 21st Feb., at 10 p.m., making her due at this port on or about Friday night.

The T.K.K. str. Amoy left Yokohama on the 19th Feb., and is expected to arrive here on or about the 24th March.

The I.G.M. str. Zulu left Kaituma, via Nagasaki and Shanghai on Sunday, the 19th Feb., and is expected to arrive here on or about Tuesday, the 27th Feb.

The I.G.M. str. Bayera will leave Colombo on the 21st Feb. (being delayed for 4 days owing to late arrival).

MECHANICAL STEAMERS.
The str. Bengali left Singapore on the 14th Feb., and is expected to arrive here on or about Tuesday, the 27th Feb.

The str. Radnor left Singapore on Wednesday, the 14th Feb., and is due here to-day.

The str. Araloon Apar, from Calcutta, left Singapore on the 18th Feb., and may be expected here on or about the 23rd Feb.

The J.C.J. Lin str. Thilong left Kobe via Moji and Amoy for this port on the 14th Feb., and is expected to arrive here on or about the 24th Feb.

The N.Y.K. str. Den of Mats, from London, S. S. left Singapore for this port on the 20th Feb., and is expected to arrive here on the 25th Feb.

The G.N. str. Minamoto, from Seattle, arrived at Yokohama on Friday, the 16th Feb., at 9 p.m. The Boston S.S. Co.'s str. Tremont sailed from Shanghai on the 10th Feb. for Hongkong and Manila.

The C.N. str. Changsha, from Australia, port, left Thursday 15 and on the 16th Feb., and is expected to arrive here on or about the 24th Feb.

The P. & A. str. Niagara left Portland on the 13th Feb., and should arrive in Hongkong about the 13th March.

The Barler Line str. Salsima sailed from New York for China and Japan on the 26th Jan. The Boston Tow Boat Co.'s str. Liza sailed from Puget Sound for Hongkong via usual ports on the 18th Feb.

STEAMERS PASSED THE CANAL.
Jan 26th—Amoy, Bengale, Dronal, Choro, Longeur, 50th—Savonia, Falda, 1 Hall, Glenora, Agham P. Ace, Borussia, Den of Kelly, Den of Mats, Feb. 2—Agamemnon, Tydus, David, Heliopolis, 6th—Benedict, Bonaventura, Nerga, Merionethshire, Soavia, Indrani, Limoo, Melloni, 9th—Bayera, Nubia, Tenko, Tonkin, Vandalia, 13th—Needles, Polara, Sereyamba, Silverbird, Trave, 16th—Adoneus, Medison, Polymarin, Ulysses.

ARRIVAL AT HOME.
Feb. 16th—Glenora.

JOINT STOCK SHARES.

Hongkong, February 20th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Danks		
Hongkong & Shanghai	\$125	\$89 1/2, sellers
National B. of China	46	\$38, buyers
A. Shares	12 1/2	\$4, sellers
Bell's Asbestos Co.	12 1/2	\$4, sellers
China-Borneo Co.	12 1/2	\$4, sellers
China Light & P. Co.	12 1/2	\$4, sellers
China Provident	12 1/2	\$4, sellers
Cotton Mills		
Hongkong	150	Tls. 54, buyers
International	150	Tls. 40, buyers
Laon Kung Mow	150	Tls. 60, buyers
Soyabean	150	Tls. 250, buyers
Dairy Farm	150	\$164, sellers
Docks and Wharves		
Farham, B. & Co.	150	Tls. 124, buyers
H. & K. Wharf & G.	150	\$107, sellers
H. & W. Dock	150	\$164, sellers
New Amoy Dock	150	\$17, buyers
S'hai & H. Wharf	150	Tls. 230, sellers
Fauwick & Co., Geo.	150	\$25, buyers
G. Island Cement	150	\$32, buyers
Hongkong & C. Gas	150	\$175, buyers
Hongkong Electric	150	\$101, buyers
Do, New	150	\$154, buyers
Hongkong Hotel Co.	150	\$216, buyers
Hongkong Ice Co.	150	\$25, buyers
Hongkong Rope Co.	150	\$152, buyers
H'kong S. Waterboat	150	\$12, buyers
Insurance		
Canton	150	\$325, buyers
China Fire	150	\$20, buyers
China Traders	150	\$22, buyers
Hongkong Fire	150	\$320, buyers
North China	150	Tls. 02, buyers
Union	150	\$740, buyers
Yangtze	150	\$175, buyers
Land and Building		
Hongkong Land	100	\$120, sellers
Humphrey's Estate	100	\$117 1/2, sales ex. d.
Kowloon Land & B.	100	\$37, sellers
Shanghai Land	100	Tls. 115, buyers
Westpoint Building	100	\$53, sellers
Mining		
Charbonnages	100	\$490, buyers
Philippine Co.	100	\$3.50, sellers
Philippine Co.	100	\$5, buyers
Refineries		
China Sugar	100	\$215, buyers
Laon Sugar	100	\$100, buyers
Steamship Companies		
China & Manila	100	\$21, buyers
Douglas Steamship	100	\$40, buyers
H. Canton & M.	100	\$25, sellers ex. d.
Indo-China S.N. Co.	100	\$97, buyers
Shell Transport Co.	100	\$23, sellers
Do, Preference	100	\$23, sellers
Do, Ferry	100	\$32, sellers
Shanghai & H. Dyeing	100	\$23, sellers
South China M. Post	100	\$25, sellers
Steam Laundry Co.	100	\$7, sellers
Do	100	\$4, sellers
Stores & Dispensaries		
Campbell, M. & Co.	100	\$36, buyers
Haube & Co., Wm.	100	\$11, sales
Watkins	100	\$10, sellers
Watson & Co., A. S.	100	\$13, sellers
United Asbestos	100	\$4, buyers
Do, Founders	100	\$10, buyers

BANKS

For Zafre, from Manila, Mr. R. Sienchenstein, Mr. and Mrs. G. W. Beattie and infant, Messrs. Jas. Graham and A. G. Gordon, Mr. and Mrs. M. Velasco, Misses M. and C. Velasco, Miss Hazel Lynn, Mrs. B. Anderson, Miss M. Agoncello, Messrs. J. Agoncello, G. Kennard, Miss B. Leonard, Mr. and Mrs. Morse and Messrs. A. and C. Morse.

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